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KENTUCKY

TRAFFIC ACCIDENT FACTS 1984

OFFICE OF THE GOVERNOR
Frankfort, Kentucky 40601

Martha Layne Collins
GOVERNOR

My Fellow Kentuckians:

We depend greatly on motor vehicles to meet a variety of transportation needs. Unfortunately, this modern mode of transportation is also responsible for the deaths and injuries of thousands of citizens in our Commonwealth each year. In addition, traffic accidents are responsible for millions of dollars expended for increases in insurance and property damage repair costs.

In reviewing the 1984 "Accidents Facts" report, I am encouraged to note that the number of fatal accidents in Kentucky decreased during the past year. It is distressing to learn, however, that the overall number of traffic accidents increased by more than 10,000.

The importance of traffic safety cannot be over emphasized. My administration will continue to make every effort possible to reduce road hazards and improve the overall safety of our highways.

I urge each driver in the Commonwealth to practice traffic safety, particularly those strategies which have proven to reduce fatalities and serious injuries. Together, we can make Kentucky a safe place to live.

Sincerely,

Martha Layne Collins

Commonwealth of Kentucky

KENTUCKY STATE POLICE

Frankfort 40601

OFFICE OF THE COMMISSIONER

To the Honorable Martha Layne Collins, Governor of the Commonwealth of Kentucky:

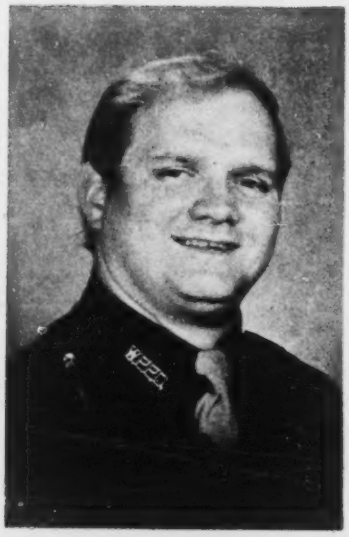
Pursuant to Kentucky Revised Statute 189.635, the Department of State Police accumulates accident reports submitted by all law enforcement agencies within the Commonwealth. This 1984 "Accident Facts" booklet provides a statistical summary of fatal accidents, accidents which resulted in injury, and non-injury accidents.

The responsibilities associated with collecting and analyzing information related to traffic accidents are carried out with the purpose of improving the safety of Kentucky's streets and highways.

We respecfully submit this summary report for 1984 with the hope that the information contained herein will be of benefit to law enforcement, state and local government agencies, and the citizens of the Commonwealth in improving traffic safety.

Morgan T. Elkins
Commissioner
Kentucky State Police

This 1984 Accident Facts Report
is appropriately
dedicated
to
Officer Donald Ray Williams
and
his beloved wife
fatal accident victims, June 16, 1984



On June 16, 1984, Officer Donald Ray Williams, West Point Police Department, and his wife were killed in a head-on collision. Officer Williams was returning to the West Point Police Department after transporting a prisoner. The oncoming vehicle which collided with Officer Williams' cruiser was travelling on the wrong side of the divided highway. Mrs. Williams was riding in the cruiser as a participant in a program initiated by the department to give wives a better understanding of law enforcement work.

KENTUCKY TRAFFIC ACCIDENT FACTS 1984

Prepared by:

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INTRODUCTION

KENTUCKY'S TRAFFIC ACCIDENT FACTS report for 1984 is based on accident reports submitted to the Kentucky Accident Reporting Unit housed in the Kentucky State Police Information Services Branch, Records Section. As required by *Kentucky Revised Statute 189.635,* "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made. . .shall file a report of the accident. . .within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic accidents "for such purposes as will improve the traffic satety program in the Commonwealth." Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each accident, entering the information on Kentucky's *UNIFORM POLICE TRAFFIC ACCIDENT REPORT* form. Upon receipt of each report, the Accident Reporting Unit carefully screens the reports for accuracy and reasonableness before coding each item. The reports are then forwarded to Data Processing. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated.

In an effort to comply more fully with the statutory purpose of Kentucky's Accident Reporting System, the *1984 TRAFFIC ACCIDENT FACTS* report contains more detailed information than previously provided. It is hoped that the detailed information presented in this report will, in fact, "improve the traffic safety program in the Commonwealth." **Definitions and Terms:** the National *MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC ACCIDENTS* is used to ensure uniformity and compliance with federal requirements. Standard definitions and terms used in this booklet include the following:

Motor Vehicle Traffic Accident: any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

Accident: an unintended event that produces death, injury or damage. The word "injury" includes "fatal injury."

Trafficway: the entire width between property lines or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as a matter of right or custom.

Fatal Accident: is any motor vehicle accident that results in fatal injuries to one or more persons.

Nonfatal Injury Accident: (also referred to as Personal Injury Accident) any motor vehicle accident that results in injury, other than fatal, to one or more persons.

Property Damage Accident: any motor vehicle accident in which there is no injury to any person, but only damage to a motor vehicle or other road vehicle or to other property, including injury to domestic animals.

NOTE: KRS 189.635 requires that "any person operating a vehicle. . .who is involved in an accident resulting in any property damage exceeding $200 in which an investigation is not conducted by a law enforcement officer shall file a written report of the accident with the state police within ten (10) days of occurrence of the accident. . ." Such reports are included in the overall data presented in this report.

NOTE: Summary data on Fatal Accidents are included throughout this report. Additional data on Fatal Accidents can be found in the section titled "*Kentucky's Fatal Accident Reporting System (FARS)," p.p. 29 ff.*

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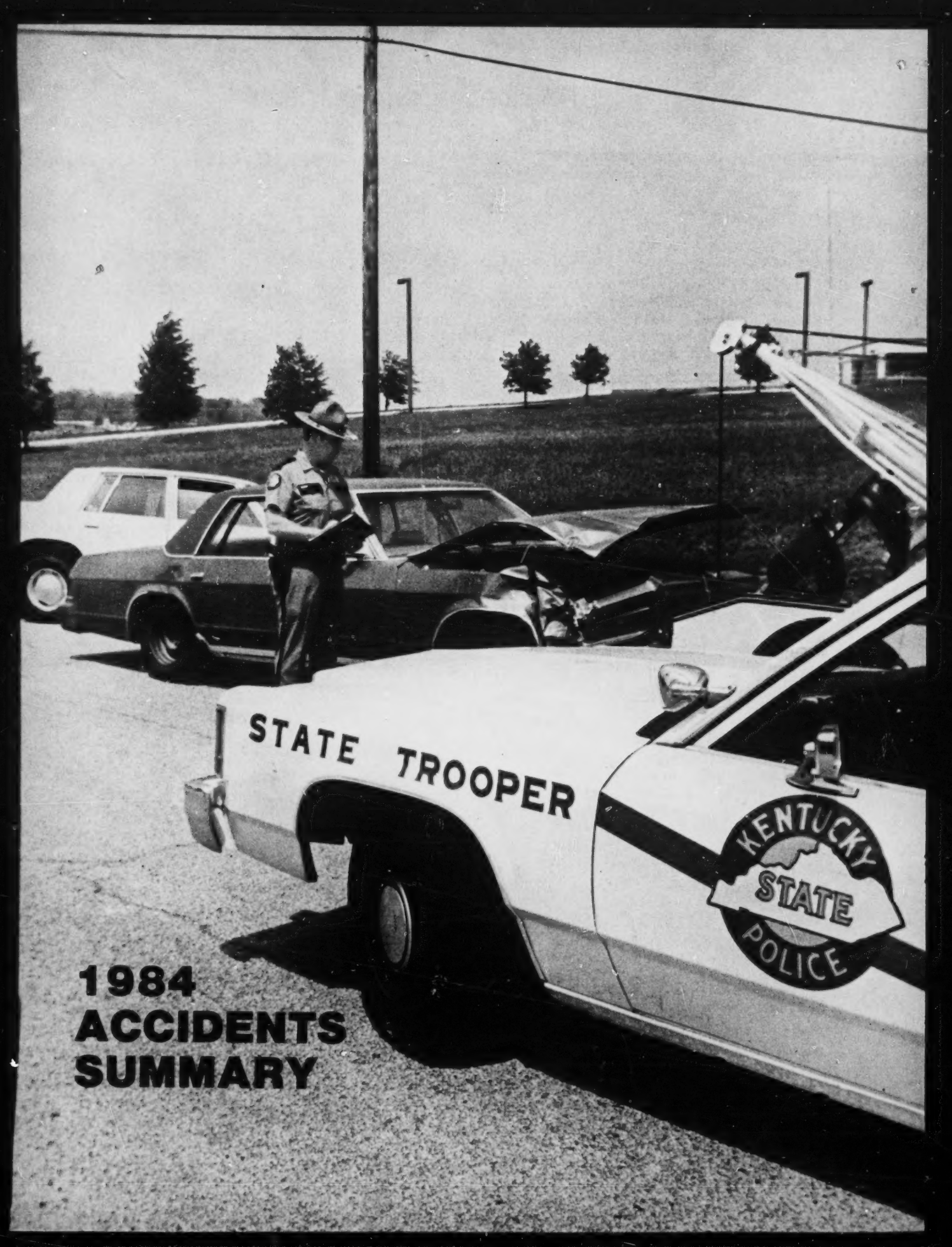
THE COST OF MOTOR VEHICLE ACCIDENTS IN KENTUCKY ..... inside back cover



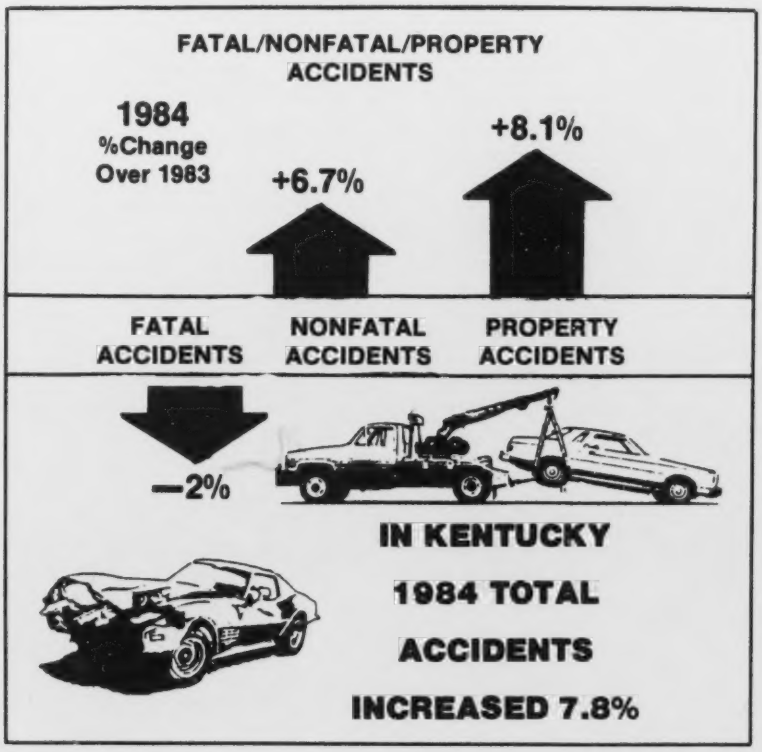
1984 ACCIDENTS SUMMARY

1984 ACCIDENTS SUMMARY

TYPE ACCIDENT REPORTED	1984	1983	% CHANGE
FATAL	686	700	-2.0
NON-FATAL INJURY	29,600	27,732	+6.7
PROPERTY DAMAGE ONLY	106,897	98,846	+8.1
TOTAL NUMBER REPORTED	137,183	127,278	+7.8

686 fatal accidents were reported during 1984, reflecting a 2% decrease when compared with 1983. Non-fatal injury accidents increased by 1,868 (+6.7%); accidents resulting in property damage only increased by 8,051 (+8.1%). The total number of accidents reported to the police in Kentucky during 1984 increased by nearly 10,000 incidences (+7.8%) over 1983.

The ratio of fatal versus non-fatal injury versus property damage accidents are shown for 1983 and 1984 in the chart. No fluctuation occurred in the overall ratio of fatal vs. non-fatal accidents.



DEATHS AND INJURIES - 1984
SUMMARY

	1984	1983	% Change
PERSONS KILLED	767	790	—2.9
PERSONS INJURED	44,077	41,492	+6.2

FACTS: IN KENTUCKY, ONE OF EVERY FOUR THOUSAND SEVEN HUNDRED CITIZENS DIED AS A RESULT OF A FATAL TRAFFIC ACCIDENT DURING 1984.

IN KENTUCKY, ONE OF EVERY TWO THOUSAND LICENSED DRIVERS WAS INVOLVED IN A FATAL TRAFFIC ACCIDENT DURING 1984.

IN KENTUCKY, ONE OF EVERY FIFTY-NINE CITIZENS WAS INJURED IN A TRAFFIC ACCIDENT DURING 1984.

767 persons were killed; 44,077 persons were injured on Kentucky's roads and highways during 1984.

While traffic fatalities went down by 23 deaths (—2.9%), 1984 versus 1983, there was a substantial increase of 2,585 more persons injured (+6.2%) during 1984.

Death rates for the years 1974 through 1984 are depicted in the right-hand column for Kentucky and the United States as a whole. Kentucky's fatalities have steadily decreased since 1980. National death rate trends also show a decline for the same period. In Kentucky there were 464 more fatalities during the five-year period (1975-1979) than occurred during the current five years (1980-1984).

A total of 27 billion miles were traveled in Kentucky during 1984. This figure was arrived at using total gas consumption (@12.89 miles/gallon average) and forms the basis for death rates shown in the right-hand column for 1984.

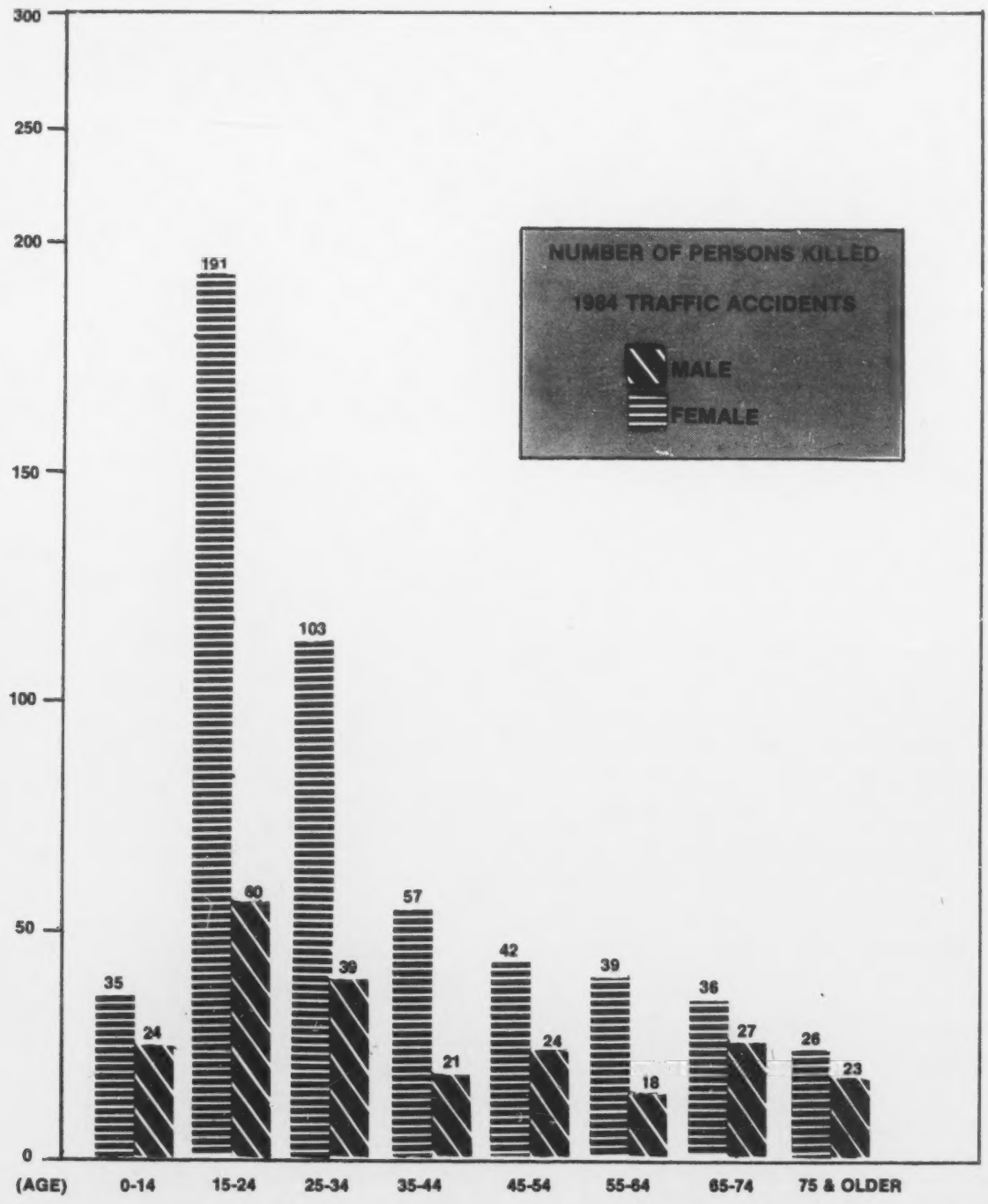
DEATH RATES 1974-1984

Basis:
deaths per 100 million miles travelled.

YEAR	KILLED	RATE	
		KY	U.S.
1974	795	3.3	3.6
1975	882	3.6	3.5
1976	874	3.3	3.4
1977	958	3.6	3.3
1978	893	3.2	3.4
1979	905	3.3	3.5
1980	825	3.1	3.5
1981	830	3.3	3.3
1982	836	3.3	3.0
1983	790	3.0	2.7
1984	767	2.8	2.7

FATALITIES BY AGE AND SEX

The number of persons killed in 1984 Fatal Accidents are shown by age and sex in the chart below. 530 Males versus 237 Females were killed. 25% of all persons killed in traffic fatalities were in the fifteen to twenty-four year old age group.



SEVERITY OF INJURY
BY
TYPE OF ACCIDENT

The chart below depicts the severity of injuries for each of ten categories of accidents. Collisions (moving vehicles) accounted for sixty-three percent of all injuries and possible injuries reported during 1984. Collisions with fixed objects accounted for twenty-four percent of the injuries and possible injuries reported.

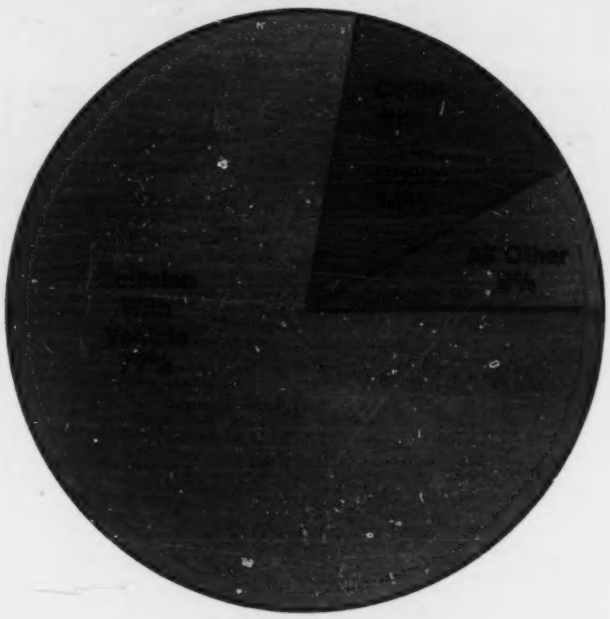
	TYPE OF INJURY		
TYPE OF ACCIDENT	Incapacitating Injury	Non-Incapacitating Injury	Possible Injury
Non-Collision Overturning	312	489	277
Other Non-Collision	367	607	405
Collision With Pedestrian	622	555	431
Collision With Motor Vehicle (Moving) In Transport	4,796	10,046	13,036
Collision With Parked Motor Vehicle	0	4	1
Collision With Railway Train	26	25	21
Collision With Pedacyclist	159	288	212
Collision With Animal	18	71	95
Collision With Fixed Object	2,663	4,695	3,228
Collision With Other Object	161	278	239
TOTAL	9,124	17,008	17,945
% Of All Injuries	21%	38%	%

OCCURRENCE OF ACCIDENTS BY TYPE

77% of all accidents reported during 1984 involved moving vehicles.

14% of all accidents involved collisions with fixed objects.

9% of all accidents were other types of collisions (one vehicle with train, pedestrian, animal, etc.).



ALL ACCIDENTS

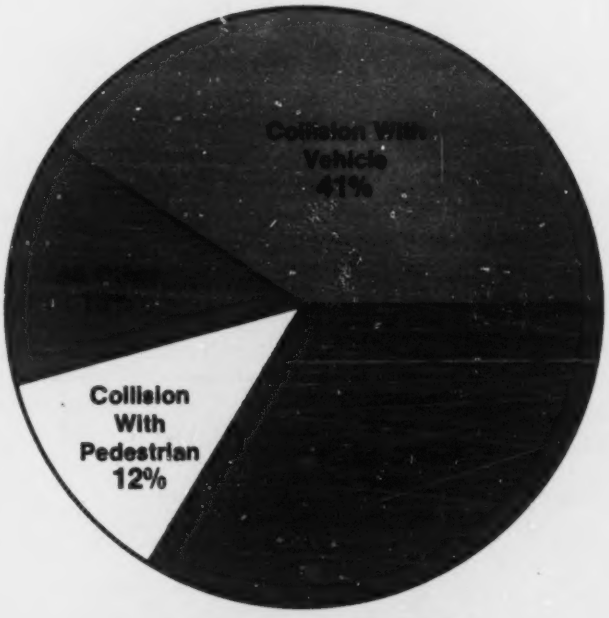
When looking at fatal accidents by themselves, the ratio between types of occurrences is different.

41% of all fatal accidents involved a collision with another vehicle.

34% of the fatal accidents reported during 1984 involved collisions with fixed objects.

12% of the 1984 fatal accidents involved collisions with pedestrians 13% of the fatal accidents were other type collisions.

Specific types of collisions and the ratio of persons killed in each type of collision are shown on the following page.



FATAL ACCIDENTS

TYPES OF COLLISIONS - 1984

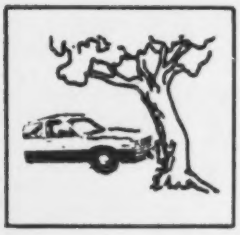
Collisions with other vehicles were responsible for more than seventy-seven percent of all accidents reported during 1984. This same type of collision was also responsible for more than forty-three percent of all fatalities (persons killed). Collisions with fixed objects accounted for more than thirty-three percent of the 1984 fatalities. These and other type collisions are depicted below.

COLLISION WITH MOTOR VEHICLE:

Total Accidents:	105,863
% of Total:	77.1%
Persons Killed:	332
% of Total:	43.2%

COLLISION WITH ANIMALS:

Total Accidents:	1,992
% of Total:	1.5%
Persons Killed:	1
% of Total:	.001%



COLLISION WITH FIXED OBJECT:

Total Accidents:	19,686
% of Total:	14.4%
Persons Killed:	258
% of Total:	33.6%

COLLISION WITH PEDALCYCLIST:

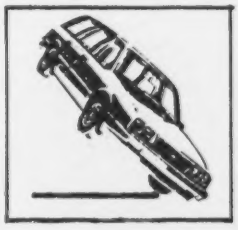
Total Accidents:	763
% of Total:	2.0%
Persons Killed:	17
% of Total:	2.2%

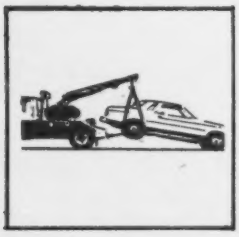
COLLISION WITH OTHER OBJECT:

Total Accidents:	2,771
% of Total:	2.0%
Persons Killed:	17
% of Total:	2.2%

OVERTURNING:

Total Accidents:	1,314
% of Total:	1.0%
Persons Killed:	28
% of Total:	3.7%



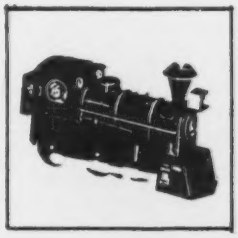


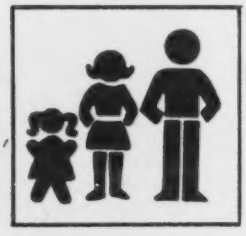
OTHER (NON-COLLISION):

Total Accidents:	3,003
% of Total:	2.2%
Persons Killed:	29
% of Total:	3.7%

COLLISION WITH RAILWAY TRAIN:

Total Accidents:	139
% of Total:	0.1%
Persons Killed:	5
% of Total:	0.6%





COLLISION WITH PEDESTRIAN:

Total Accidents:	1,573
% of Total:	1.1%
Persons Killed:	83
% of Total:	10.8%

COLLISION WITH PARKED VEHICLE:

Total Accidents:	79
% of Total:	0.1%
Persons Killed:	None

COLLISIONS

(Vehicular Action)

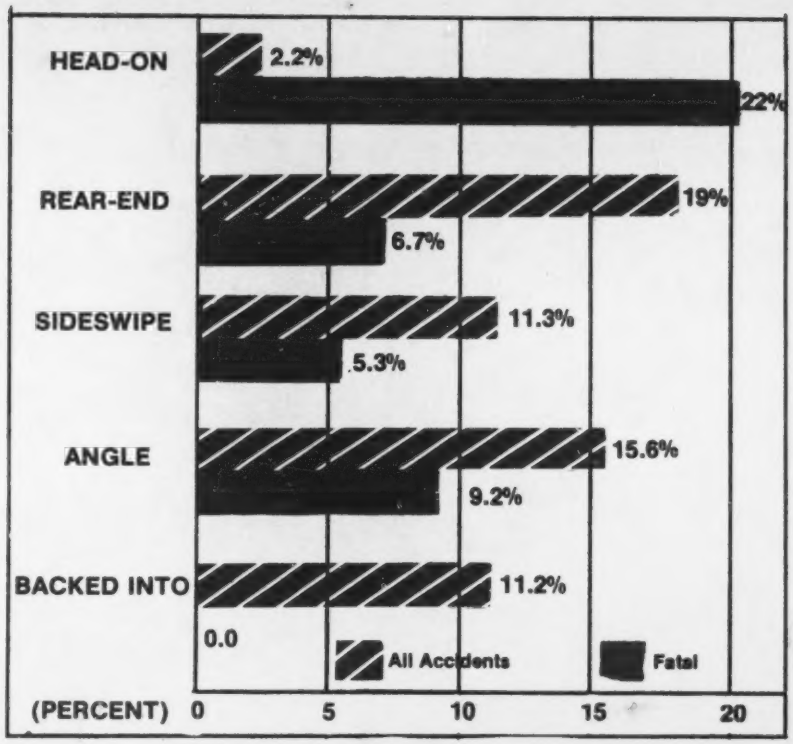
Head-on Collisions accounted for twenty-two percent of Kentucky' 1984 Fatal Accidents, but slightly more than two percent of all accidents.

Rear-end Collisions accounted for nineteen percent of all accidents and nearly seven percent of the Fatal Accidents.

Sideswipes accounted for more than thirteen percent of all accidents and more than five percent of the Fatal Accidents.

No deaths resulted from accidents in which one car backed into another, but accounted for slightly more than eleven percent of all accidents.

Angle collisions accounted for more than fifteen percent of all accidents and slightly more than eleven percent of Fatal Accidents.



COLLISIONS—WHERE MANNER OF COLLISION WAS KNOWN

NOTE: The above collisions reflect 79.1% of all accidents and 43.2% of all fatal accidents because the data was derived from two vehicular collisions only.

ACCIDENT LOCATIONS

AREA	NUMBER OF ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL	INJURY ACCIDENTS	PERCENT OF TOTAL
RURAL	49,216	35.9	529	77.1	14,160	47.9
URBAN	87,967	64.1	157	22.9	15,440	52.2
TOTAL	**137,183**		**686**		**29,600**	

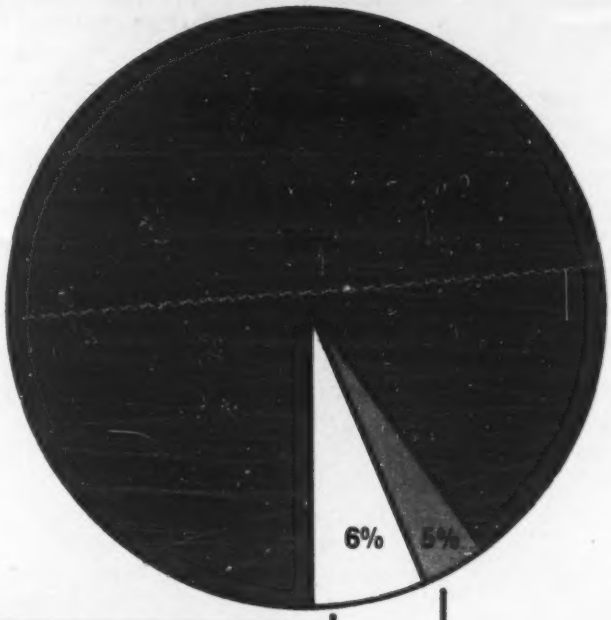
TYPE VEHICLES INVOLVED IN ACCIDENTS - 1984

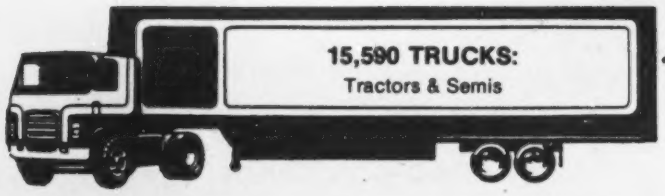
250,378 vehicles were involved in accidents during 1984.

221,595 of the vehicles were passenger cars (89%).

15,590 Semi and tractor trailer trucks were involved in accidents (6%).

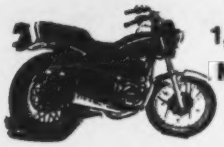
Other vehicles accounted for 5% of the vehicles involved in accidents during 1984, and are shown below.





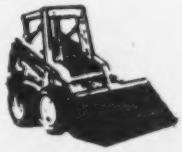
15,590 TRUCKS:
Tractors & Semis

OTHER VEHICLES



1,647 MOTORCYCLES, MOTOR SCOOTERS & MOTORBIKES

232 FARM TRACTORS /FARM EQUIPMENT



598 SCHOOL BUSES

191 BICYCLES

576 BUSES

111 TAXICABS

458 EMERGENCY & MILITARY VEHICLES

12 GO-CARTS (Motorized)

9,368 OTHER VEHICLES (Type Not Stated On Accident Report)

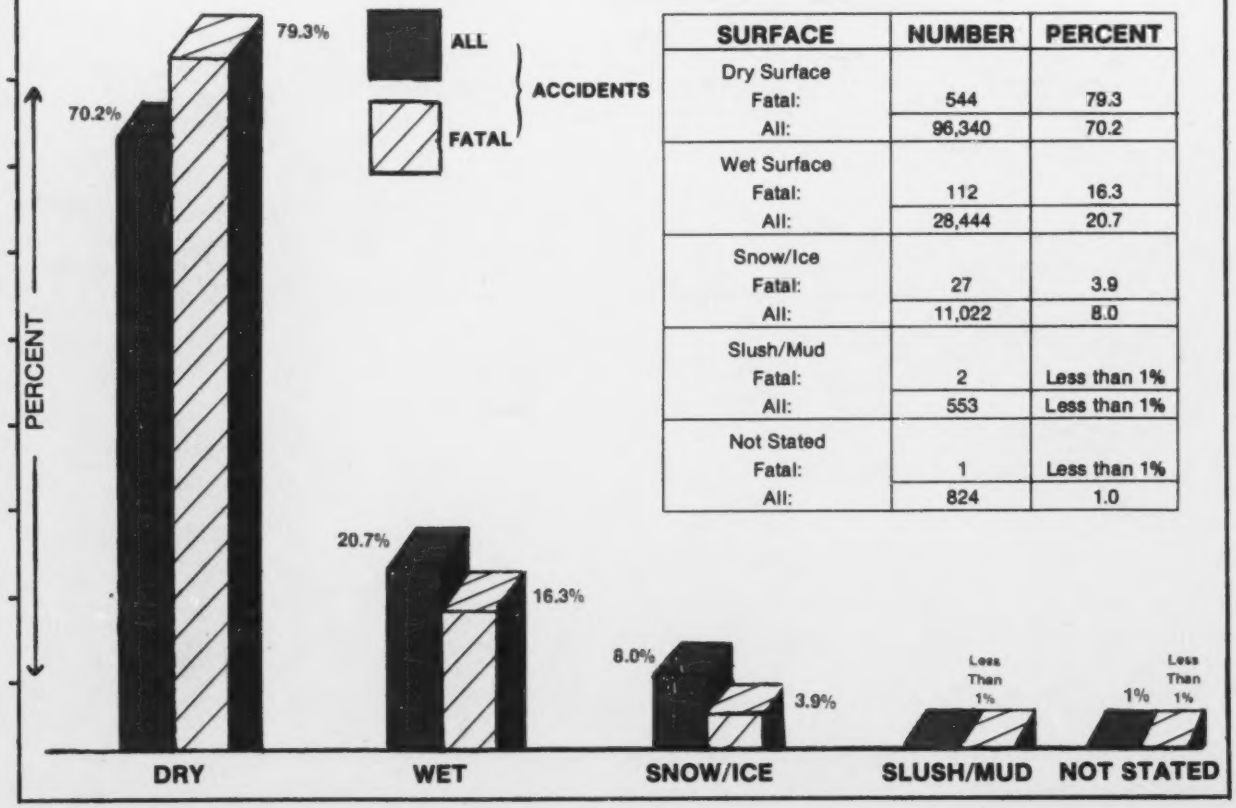
1984 ACCIDENTS—CONTRIBUTING FACTORS AND CONDITIONS

A variety of factors and conditions can contribute to an accident. A summary of major contributing factors is shown in the right-hand chart. Note: the percentages are based on total number of factors involved and are derived from a separate comparison of drivers, Vehicular, and Environmental factors. Only those factors which exceeded 10% are listed.

CONTRIBUTING FACTOR	FATAL	NON-FATAL
Driver		
Driver Inattention	11%	23%
Alcohol Involvement	20%	13%
Failure to Yield	15%	18%
Unsafe Speed	31%	16%
Vehicular		
Brakes defective	13%	28%
Tire failure/inadequate	42%	21%
Environmental		
Slippery Surface	46%	53%
View Obstructed, etc.	24%	17%

The chart below compares Fatal with All Accidents for differing road conditions identified by the officer who completed the accident investigation and report. *NOTE: road conditions are tabulated for each accident reported irrespective of whether one or more vehicles were involved.*

COMPARISON: FATAL VS. ALL ACCIDENTS BY ROAD CONDITION



SURFACE	NUMBER	PERCENT
Dry Surface		
Fatal:	544	79.3
All:	96,340	70.2
Wet Surface		
Fatal:	112	16.3
All:	28,444	20.7
Snow/Ice		
Fatal:	27	3.9
All:	11,022	8.0
Slush/Mud		
Fatal:	2	Less than 1%
All:	553	Less than 1%
Not Stated		
Fatal:	1	Less than 1%
All:	824	1.0

CONTRIBUTING FACTORS (CONTD.)
PEDESTRIAN ACCIDENTS

PEDESTRIAN ACTION	PEDESTRIANS		PEDESTRIANS KILLED AND INJURED BY AGE								
	Killed	Killed and/or Injured	0 -4	5 -9	10 -14	15 -19	20 -24	25 -44	45 -64	65 -Up	Not Stated
At Intersection	2	154	7	27	20	16	11	27	19	21	6
Crossing With Signal	0	91	2	7	1	8	13	17	22	20	1
Crossing Against Signal	1	64	1	9	9	5	8	12	11	7	2
Not at Intersection	12	321	37	88	39	31	24	42	31	22	7
Getting On or Off Vehicle	3	48	0	5	8	5	9	9	7	3	2
Emerging From Parked Vehicle	4	48	5	9	3	3	4	10	8	5	1
Walking in Roadway	41	468	21	53	62	53	51	94	63	57	14
Playing in Roadway	9	99	30	44	19	2	0	2	1	0	1
Working in Roadway	3	66	1	0	1	5	8	34	11	3	3
Not in Roadway	8	237	7	17	21	27	29	61	43	24	8
Totals	**83**	**1596**	**111**	**259**	**183**	**155**	**157**	**308**	**216**	**162**	**45**

PEDESTRIAN ACTION	VEHICLE ACTION							
	Straight	Over-taking	Right Turn	Left Turn	U-Turn	Backing	Other	Total
At Intersection	84	0	23	28	0	2	27	164
Crossing With Signal	18	0	19	41	0	1	12	91
Crossing Against Signal	55	0	1	3	0	0	2	61
Not at Intersection	279	0	4	8	0	9	33	333
Getting On or Off Vehicle	24	1	1	0	0	13	30	69
Emerging From Parked Vehicle	30	0	0	0	0	7	29	66
Walking in Roadway	388	6	7	11	0	33	66	511
Playing in Roadway	86	0	1	0	0	7	8	102
Working in Roadway	37	1	1	2	0	9	35	85
Not in Roadway	122	0	7	7	1	47	104	288
Totals	**1123**	**8**	**64**	**100**	**1**	**128**	**346**	**1770**

83 Pedestrians were killed and 1,513 were injured in 1984 traffic accidents. The charts above depict ages of pedestrian accident victims and the "actions" of the pedestrian vs. the vehicle at the time of the accident.

The right-hand chart provides data related to accidents in which school age children were involved. During 1984, 94 of the persons killed were accidents involving school-age children. 6,305 persons were injured in these accidents.

ACCIDENTS INVOLVING SCHOOL AGE CHILDREN						
Non-Collision	Total	Fatal	Injury	Property Damage	Killed Total	Injured Total
Overturning	40	2	38	0	2	99
Other Non-Collision	80	1	79	0	1	157
Collision Involving Pedestrian	436	10	426	0	10	463
MV in Transport	1618	39	1579	0	54	4200
Parked MV	0	0	0	0	0	0
Railroad Train	4	0	4	0	0	11
Pedalcyclist	355	10	345	0	12	377
Animal	9	0	9	0	0	23
Fixed Object	390	10	380	0	12	914
Other Object	27	3	24	0	3	61
Totals	**2959**	**75**	**2884**	**0**	**94**	**6305**

CONTRIBUTING FACTORS (Contd.)
ACCIDENTS INVOLVING PEDESTRIANS

Driver factors determined by the investigating officer are tabulated in the right-hand charts.

In accidents involving pedestrians, factors include:

Traffic rule violations*	8.9%
Driver inattention	12.0%
Alcohol/Drugs	4.0%

Fatal Accidents	**83**
Injury Accidents	**1444**
Property Damage Accidents	**45**
TOTAL	**1572**
KILLED	**83**
INJURED	**1607**

In accidents involving school-age children, factors include:

Traffic rule violations*	23.7%
Driver inattention	12.1%
Alcohol/Drugs	3.3%

Fatal Accidents	**75**
Injury Accidents	**2884**
Property Damage Accidents	**0**
TOTAL	**2959**
KILLED	**94**
INJURED	**6305**

Driver factors contributing to accidents involving school buses include:

Traffic rule violations*	18.1%
Driver inattention	17.5%

Fatal Accidents	**4**
Injury Accidents	**68**
Property Damage Accidents	**521**
TOTAL	**593**
KILLED	**6**
INJURED	**156**

** Percentages for Traffic Rule Violations include: Unsafe Speed; Failure to yield Right of Way; Following too close; Improper Passing; Disregard of traffic Controls; & Turning Improperly.*

CONTRIBUTING FACTORS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	50	6	44
Failed To Yield Right of Way	85	2	81
Following Too Close	6	0	6
Improper Passing	8	0	8
Disregard of Traffic Controls	13	0	13
Turning Improperly	2	0	2
Alcohol Involvement	75	7	66
Drug Involvement	3	1	2
Sick	1	0	1
Fell Asleep	1	0	1
Lost Consciousness	1	0	1
Driver Inattention	220	7	208
Distraction	28	1	26
Physical Disability	5	0	5
Other	171	8	159
None Detected	991	55	901
Not Stated	167	11	150
Totals	**1817**	**98**	**1674**

SCHOOL-AGE CHILDREN

CONTRIBUTING FACTORS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	366	26	340
Failed To Yield Right of Way	588	14	574
Following Too Close	92	1	91
Improper Passing	32	1	31
Disregard of Traffic Controls	95	2	93
Turning Improperly	46	1	45
Alcohol Involvement	165	12	153
Drug Involvement	5	1	4
Sick	3	0	3
Fell Asleep	26	3	23
Lost Consciousness	7	0	7
Driver Inattention	621	14	607
Distraction	66	2	64
Physical Disability	5	0	5
Other	310	13	297
None Detected	2561	58	2503
Not Stated	145	3	142
Totals	**5133**	**151**	**4982**

SCHOOL BUS ACCIDENTS

CONTRIBUTING FACTORS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	48	2	18
Failed To Yield Right of Way	114	3	11
Following Too Close	23	0	2
Improper Passing	6	0	0
Disregard of Traffic Controls	11	0	2
Turning Improperly	21	0	0
Alcohol Involvement	8	0	3
Drug Involvement	0	0	0
Sick	1	0	0
Fell Asleep	2	0	0
Lost Consciousness	0	0	0
Driver Inattention	215	2	20
Distraction	16	0	2
Physical Disability	1	0	0
Other	88	0	11
None Detected	524	3	75
Not Stated	91	0	7
Totals	**1329**	**10**	**151**

CONTRIBUTING FACTORS (CONTD.)

Driver factors contributing to accidents involving trains include:

Failure to yield right of way: 20.7%
Driver inattention: 20.7%
Disregard of traffic controls: 13.2%

Fatal Accidents		**4**
Injury Accidents		**52**
Property Damage Accidents		**82**
TOTAL		**138**
KILLED	**5**	
INJURED	**72**	

TRAINS

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	7	0	3
Failed To Yield Right of Way	33	3	16
Following Too Close	0	0	0
Improper Passing	0	0	0
Disregard of Traffic Controls	21	0	9
Turning Improperly	0	0	0
Alcohol Involvement	13	0	9
Drug Involvement	0	0	0
Sick	0	0	0
Fell Asleep	1	0	1
Lost Consciousness	0	0	0
Driver Inattention	33	1	18
Distraction	1	0	0
Physical Disability	0	0	0
Other	22	0	4
None Detected	27	0	7
Not Stated	1	0	0
Totals	**159**	**4**	**67**

Driver factors contributing to accidents involving trucks include:

Violations of traffic rules: 20.4%
Alcohol/drugs: 1.6%

Fatal Accidents		**126**
Injury Accidents		**2,608**
Property Damage Accidents		**11,687**
TOTAL		**14,421**
KILLED	**149**	
INJURED	**3,772**	

TRUCKS

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	1179	37	438
Failed To Yield Right of Way	2375	38	514
Following Too Close	867	4	173
Improper Passing	330	1	42
Disregard of Traffic Controls	386	5	99
Turning Improperly	622	2	56
Alcohol Involvement	440	17	183
Drug Involvement	18	0	4
Sick	9	0	3
Fell Asleep	157	9	71
Lost Consciousness	17	0	8
Driver Inattention	4196	16	636
Distraction	236	1	49
Physical Disability	30	0	7
Other	2543	38	406
None Detected	13301	115	2464
Not Stated	1478	10	126
Totals	**29654**	**293**	**5279**

Driver factors contributing to accidents involving bicycles include:

Violation of traffic rules: 12.5%

Fatal Accidents		**12**
Injury Accidents		**619**
Property Damage Accidents		**132**
TOTAL		**763**
KILLED	**14**	
INJURED	**659**	

BICYCLES

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	13	1	12
Failed To Yield Right of Way	64	4	51
Following Too Close	2	0	2
Improper Passing	10	0	9
Disregard of Traffic Controls	3	0	3
Turning Improperly	6	0	6
Alcohol Involvement	11	3	7
Drug Involvement	1	0	1
Sick	0	0	0
Fell Asleep	0	0	0
Lost Consciousness	0	0	0
Driver Inattention	81	3	70
Distraction	5	0	4
Physical Disability	1	0	1
Other	39	0	33
None Detected	486	5	386
Not Stated	63	0	50
Totals	**785**	**16**	**635**

CONTRIBUTING FACTORS (CONTD.)

MOTORCYCLES

Driver factors contributing to accidents involving motorcycles include:

Violation of traffic rules:	28.1%
Driver inattention:	12.9%
Alcohol/Drugs:	6.3%

Fatal Accidents		**49**
Injury Accidents		**1182**
Property Damage Accidents		**388**
TOTAL		**1619**
KILLED	**50**	
INJURED	**1427**	

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	287	27	232
Failed to Yield Right of Way	348	8	279
Following Too Close	55	0	30
Improper Passing	50	4	33
Disregard of Traffic Controls	39	2	30
Turning Improperly	49	1	38
Alcohol Involvement	182	8	160
Drug Involvement	2	0	1
Sick	0	0	0
Fell Asleep	7	0	6
Lost Consciousness	0	0	0
Driver Inattention	380	10	259
Distraction	15	1	11
Physical Disability	3	0	3
Other	206	4	151
None Detected	1185	22	803
Not Stated	136	4	59
Totals	**2944**	**91**	**2095**

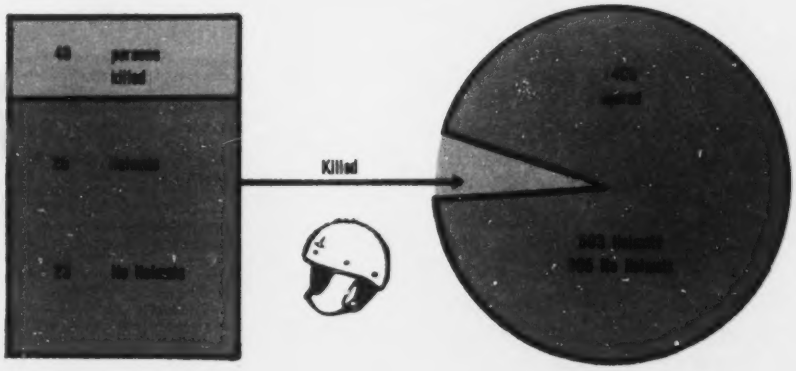
MOPEDS

Driver factors contributing to accidents involving mopeds include:

Violation of traffic rules:	25.3%
Driver inattention:	13.3%

Fatal Accidents		**0**
Injury Accidents		**135**
Property Damage Accidents		**28**
TOTAL		**163**
KILLED	**0**	
INJURED	**157**	

CONTRIBUTING FACTORS DRIVERS	All Accidents	Fatal Accidents	Nonfatal Injury Accidents
Unsafe Speed	11	0	8
Failed to Yield Right of Way	34	0	29
Following Too Close	3	0	1
Improper Passing	5	0	4
Disregard of Traffic Controls	13	0	10
Turning Improperly	8	0	7
Alcohol Involvement	8	0	7
Drug Involvement	0	0	0
Sick	0	0	0
Fell Asleep	0	0	0
Lost Consciousness	0	0	0
Driver Inattention	39	0	33
Distraction	2	0	2
Physical Disability	0	0	0
Other	24	0	21
None Detected	131	0	104
Not Stated	15	0	11
Totals	**293**	**0**	**237**



MOTORCYCLE ACCIDENTS

**Violation of traffic rules includes: Unsafe speed; failure to yield right of way; following too close; improper passing; disregard of traffic controls; and turning improperly.*

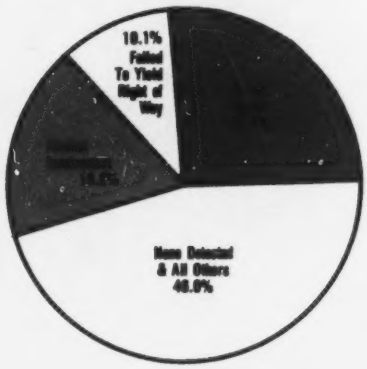
48% of those persons killed in motorcycle accidents were not wearing helmets.

36% of those persons injured in motorcycle accidents were not wearing helmets.

CONTRIBUTING FACTORS (Contd.)
MULTIPLE FATAL ACCIDENTS

Driver contributing factors which were determined by the investigating officer for multiple fatal accidents are tabulated in the right-hand chart.

As depicted below, unsafe speed and alcohol involvement were noted in many of the multiple fatal accidents.



CONTRIBUTING FACTORS (Driver)	NUMBER
Unsafe Speed	38
Failed to Yield Right of Way	15
Following Too Close	1
Improper Passing	1
Disregard of Traffic Controls	2
Alcohol Involvement	27
Fell Asleep	2
Driver Inattention	7
Physical Disability	2
Other	7
None Detected	45
Not Stated on Report	1
TOTALS	148

DRIVER INVOLVEMENT - 1984 ACCIDENTS

222,941 drivers were involved in accidents during 1984. 1,005 drivers were involved in fatal accidents. The chart below tabulates driver involvement by residence and shows that most drivers (82.8%) were residents of the locality where the accident occurred.

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	Number Involved In Accidents	Percent of Total	Number Involved In Fatal Accidents	Percent of Total
Local Resident	184,689	82.8	793	78.8
Residing Elsewhere in State	10,110	4.5	58	5.8
Non-Resident*	17,380	7.8	147	14.6
Unknown	10,762	4.8	7	0.7
TOTAL	222,941		1005	

**137 persons were killed in accidents involving out-of-state drivers; 5,590 persons were injured in accidents involving out-of-state drivers; of those injured, 1,219 suffered incapacitating injuries, 2,095 non incapacitating injuries, and 2,276 were "possible" injuries.*

SEX OF DRIVERS INVOLVED IN ACCIDENTS

As shown in the chart below, 61.6% of the drivers involved in accidents during 1984 were male; 33.6% were female. In fatal accidents 79.7% of the drivers were male; 19.6% were female.

TOTAL ACCIDENTS

Sex	# IN ACCIDENTS	% IN ACCIDENTS*
MALE	137,418	61.6
FEMALE	74,963	33.6
NOT STATED	10,560	4.7
TOTAL	222,941	

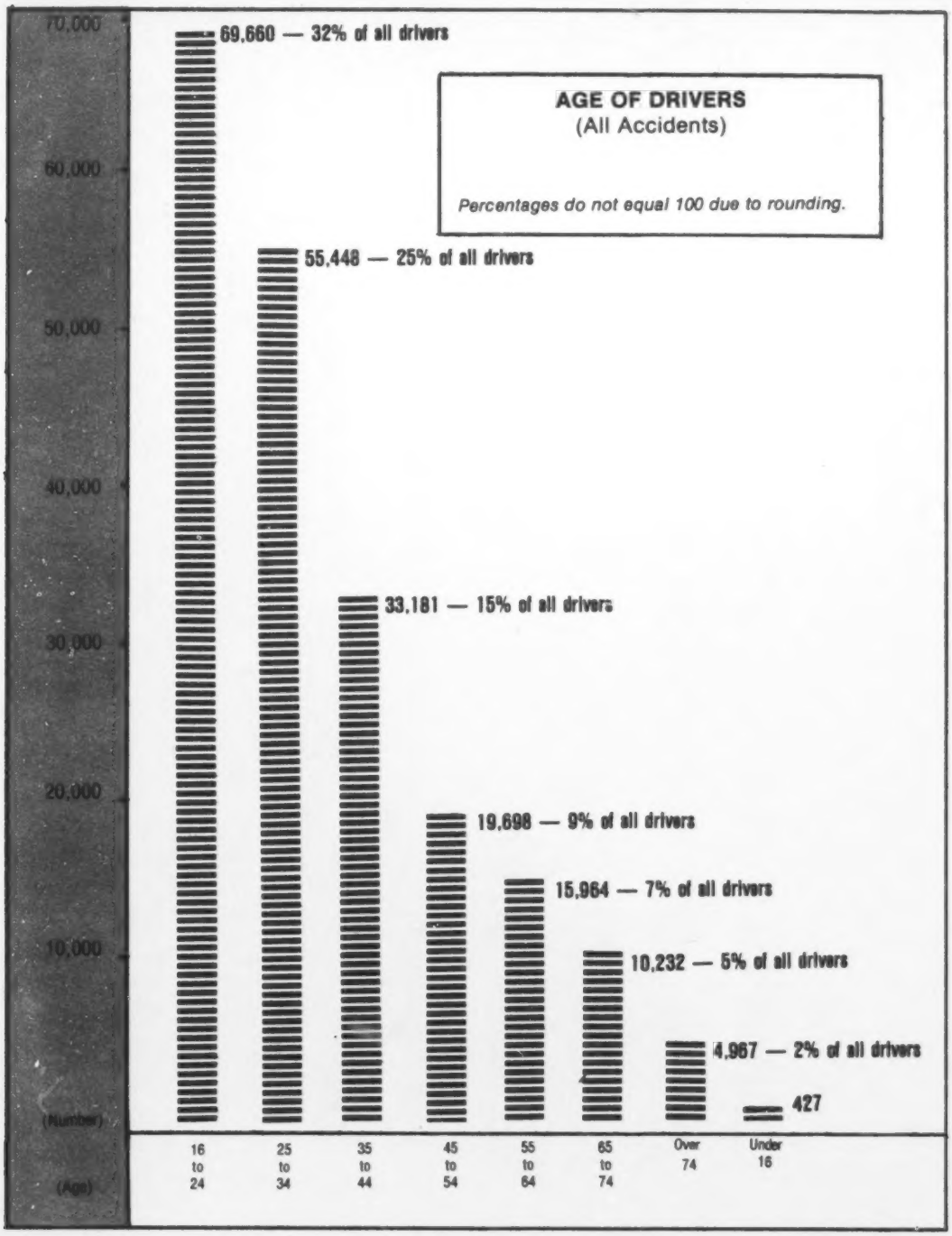
FATAL ACCIDENTS

Sex	# IN ACCIDENTS	% IN ACCIDENTS*
MALE	801	79.7
FEMALE	197	19.6
NOT STATED	7	0.6
TOTAL	1005	

** Percentages do not equal 100% due to rounding*

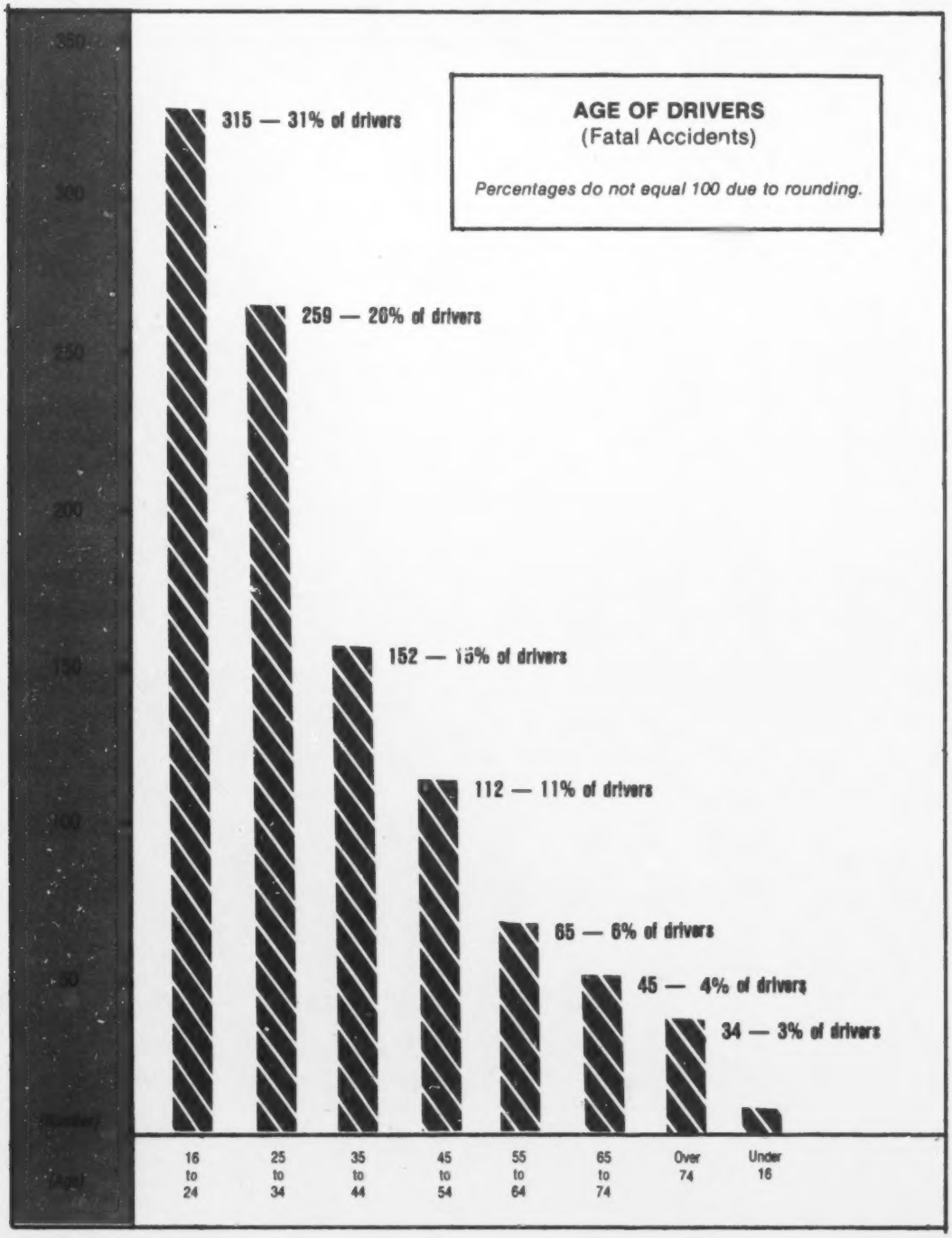
AGE OF DRIVERS - 1984
(All Accidents)

The chart groups the ages of drivers involved in 1984 accidents. Percentages are based on 222,968 drivers and includes 13,364 (5%) drivers whose ages were not stated on the accident report.

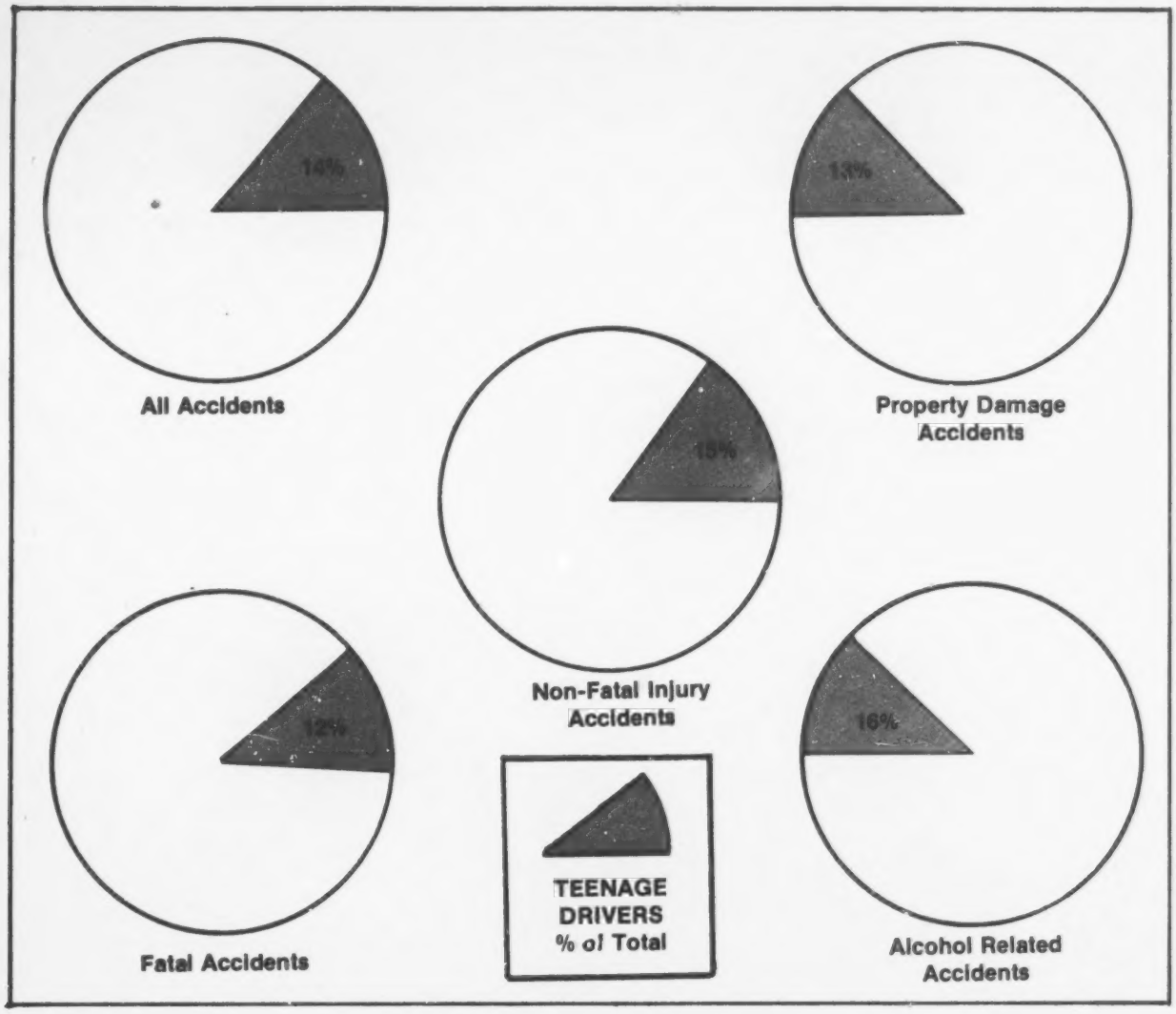


AGE OF DRIVERS - 1984
(Fatal Accidents Only)

The chart groups the ages of drivers involved in 1984 Fatal Accidents. Percentages are based on 1005 drivers involved in Fatal Accidents during 1984 and includes ten drivers whose ages were not stated on the accident report.



ACCIDENTS INVOLVING TEENAGE DRIVERS



TEENAGE DRIVERS REPRESENT 12.6% OF KENTUCKY'S LICENSED DRIVERS (Based on Population Ratio)

Teenage drivers represent 12.6% of Kentucky's licensed drivers. The percentages of teenage driver involvement in total accidents reported during 1984 as compared with other age groups are shown in the charts above.

30,540 teenage drivers were involved in 28,247 traffic accidents, of which 115 were fatal accidents, 6,958 were non fatal injury accidents, and 21,174 were property damage accidents.

ALCOHOL INVOLVED ACCIDENTS - 1984

An alcohol involved accident is any accident in which the driver was determined to have been drinking. This determination is made by the officer investigating the accident - irrespective of whether or not sobriety tests later established that the driver was "legally drunk" (.10 or above blood alcohol content).

Fatal:	158
Injury:	3,830
Property Damage:	4,651
TOTAL:	8,639

8,639 alcohol involved accidents were reported during 1984. 158 or the alcohol involved accidents were fatal, 3,830 were injury accidents, and 4,651 resulted in property damage.

The number of persons killed and injured in alcohol involved accidents during 1984 are depicted in the right-hand chart.

Killed:	189
Injured:	5,951
Incapacitating Injuries:	1,797
Non-Incapacitating Injuries:	2,613
Possible Injuries	1,539

Comparison with previous years

During 1984, alcohol involved accidents decreased by eleven percent over 1983. The 189 persons killed in 1984 reflects a decrease of thirteen percent when compared with the 217 persons killed in 1983. During 1984, 5,951 persons were injured in alcohol involved accidents, a decrease of ten percent over 1983 when 6,639 persons were injured.

Looking at the five year period (1980 to 1984), as depicted in the chart below, an overall decrease of fifteen percent in alcohol involved accidents has been realized, with a decrease of twelve percent in persons killed and a ten percent decrease in persons injured. It should be noted that most of these decreases were attributable to 1984 data. Kentucky's "slammer bill" became effective on July 13, 1984.

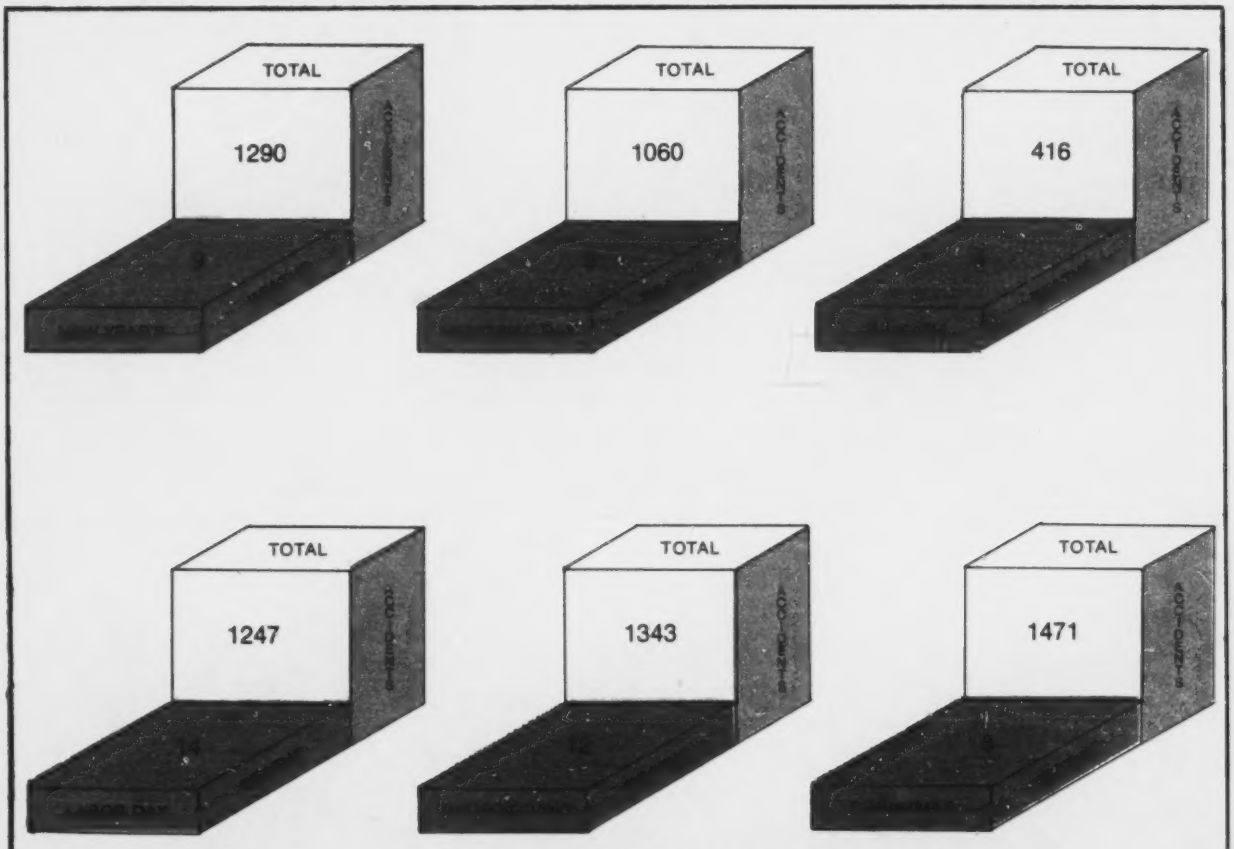
YEAR	TOTAL ACCIDENTS (Alcohol Involved)	% INCREASE / DECREASE OVER PREVIOUS YEAR	TOTAL KILLED	(%) +/—	TOTAL INJURED	(%) +/—
1984	8,639	—11%	189	—13%	5,951	—10%
1983	9,689	— 5%	217	0%	6,636	— 4%
1982	10,169	— 7%	217	— 5%	6,885	— 4%
1981	10,906	+ 2%	229	+ 4%	7,202	— 5%
1980	10,721	+ 6%	220	— 2%	7,200	+10%

DAY AND TIME OF OCCURENCE - 1984 ACCIDENTS

The chart below depicts the number of deaths in fatal accidents for a ten year period, 1975 through 1984 on major holidays (inclusive of time periods established by the National Safety Council).

HOLIDAY (Total Deaths)	1975	1976	1977	1978	1979	1980	1981	1982	1983	[illegible]
NEW YEAR'S EVE	10	9	20	7	7	10	8	5	5	[illegible]
MEMORIAL DAY	13	9	9	14	10	10	10	6	7	[illegible]
JULY 4TH	19	18	18	17	5	16	18	8	8	[illegible]
LABOR DAY	4	6	10	10	13	6	4	17	6	[illegible]
THANKSGIVING	8	11	17	15	8	11	14	10	9	[illegible]
CHRISTMAS	10	7	6	11	18	12	8	11	11	[illegible]

The July Fourth holiday period registered the fewest number of accidents and fatalities during 1984, attributable to the fact that it was only one day. Christmas, Thanksgiving, and New Years holidays, all four-day holidays, registered the most accidents. The largest number of fatalities occurred over the Labor Day Holiday.



COMPARISON OF 1984 HOLIDAY FATALITIES/ACCIDENTS

ACCIDENTS BY HOUR OF OCCURRENCE

43% of all accidents reported during 1984 occurred during "daylight" hours (7 am to 5 pm). 32% of all accidents occurred during "dark" hours (8 pm to 7 am), and 24% occurred at "dusk" (5 pm to 8 pm).

1,412 ACCIDENTS (1%) NOT STATED

ALL ACCIDENTS

28% of all fatal accidents occured during "daylight" hours; 51% occurred during "dark" hours; and 21% at "dusk."

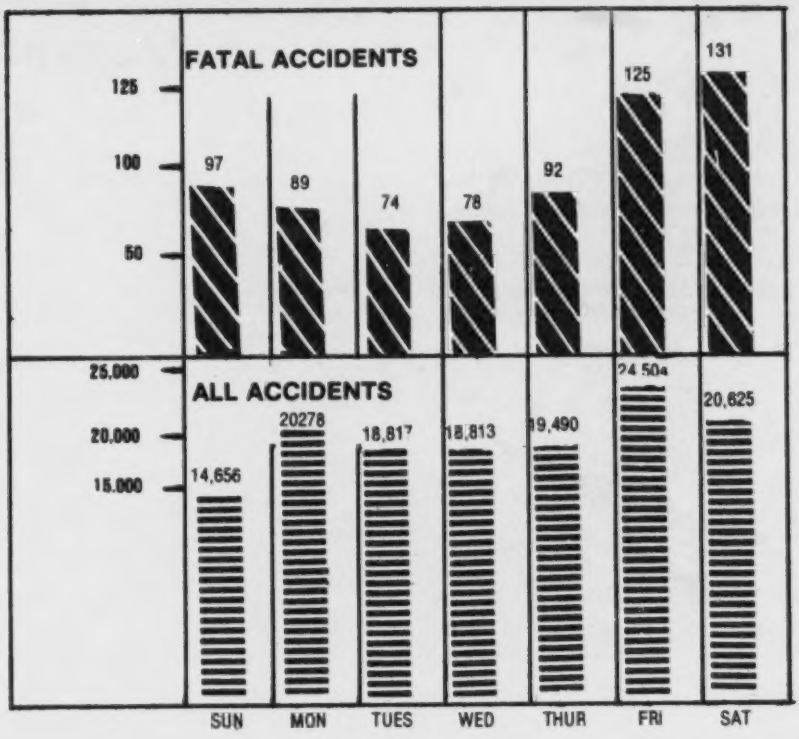
FATAL ACCIDENTS

NOTE: Time categories do not take into account variances due to season and daylight savings time changes.

1984 ACCIDENTS BY DAY AND MONTH

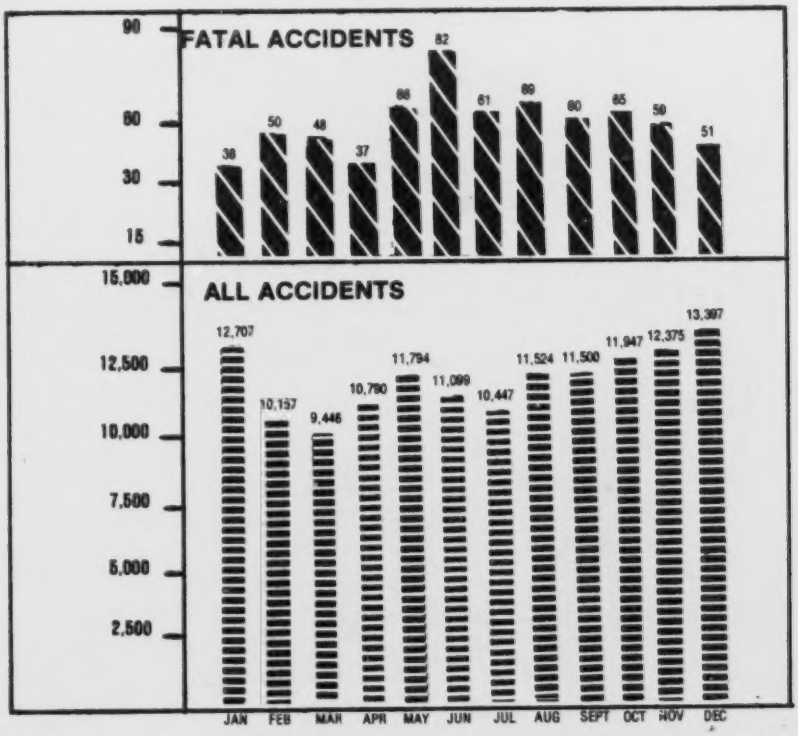
The right-hand graph shows Fatal vs. All Accidents by Day of occurrence.

51.5% of all Fatal Accidents occurred on weekends (Friday, Saturday, and Sunday combined). 43.6% of All Accidents occurred on weekends with Friday and Saturday occurrence rates high and Sunday relatively low.



ACCIDENTS BY DAY OF WEEK

June recorded the highest number of fatal Accidents, while December ranked highest for all accident totals. Winter months (January, February, November, and December) had the highest seasonal occurrence rate (35.5%). Summer months (June, July, and August) recorded 24.1% of All Accidents.



ACCIDENTS BY MONTH OF YEAR

LOCATION OF ACCIDENTS

The chart indicates the percentages of all accidents and fatal accidents by type of roadway.

As shown, relatively few fatal accidents as well as all other accidents occurred on Interstate Highways versus other types of roadways.

42.8% of all accidents occurred on Kentucky's "State Numbered" roads, with 64.3% of all fatal accidents reported during 1984 occurring on this type of roadway.

Although 32.5% of all accidents occurred on local streets, only 6.4% of the 1984 fatal accidents occurred on local streets.

ROADWAY

TYPE OF ROADWAY	Fatal Accidents	Nonfatal Accidents	Property Accidents	% Total
Interstate	46	1,056	2,935	3
U.S. Route	87	4,546	12,352	12
State	441	16,313	41,917	43
Major Arterial	7	143	335	.3
County	61	2,669	9,646	9
Local	44	4,873	39,712	33
TOTAL	686	29,600	106,897	

INTERSTATE SYSTEM is any trafficway within the national system for interstate and defense trafficways.

OTHER U.S. ROUTE NUMBERED is any trafficway within the U.S. trafficway system, excluding interstate and other limited access trafficways.

OTHER STATE ROUTE NUMBERED is any trafficway within the state trafficway system, excluding other limited access trafficways.

OTHER MAJOR ARTERIAL is any trafficway, usually city streets and county highways, for which cross traffic is required to stop.

COUNTY ROAD is any trafficway within a county trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, state route numbered, or other major arterial system.

LOCAL STREET is any trafficway within a city trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, state route numbered, or other major arterial system.

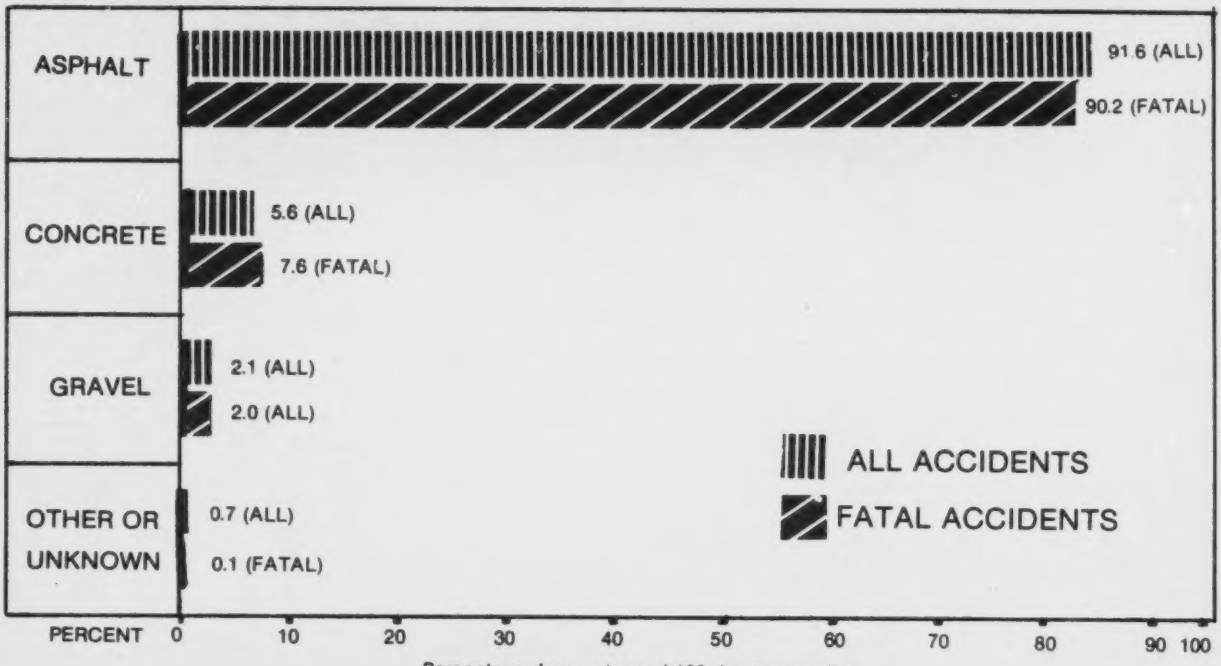
(DEFINITIONS PUBLISHED BY NATIONAL SAFETY COUNCIL)

ACCIDENTS BY ROADWAY SURFACE

The charts below depict percentages of all accidents and fatal accidents according to the surface and character of the roadway on which the accident occurred.

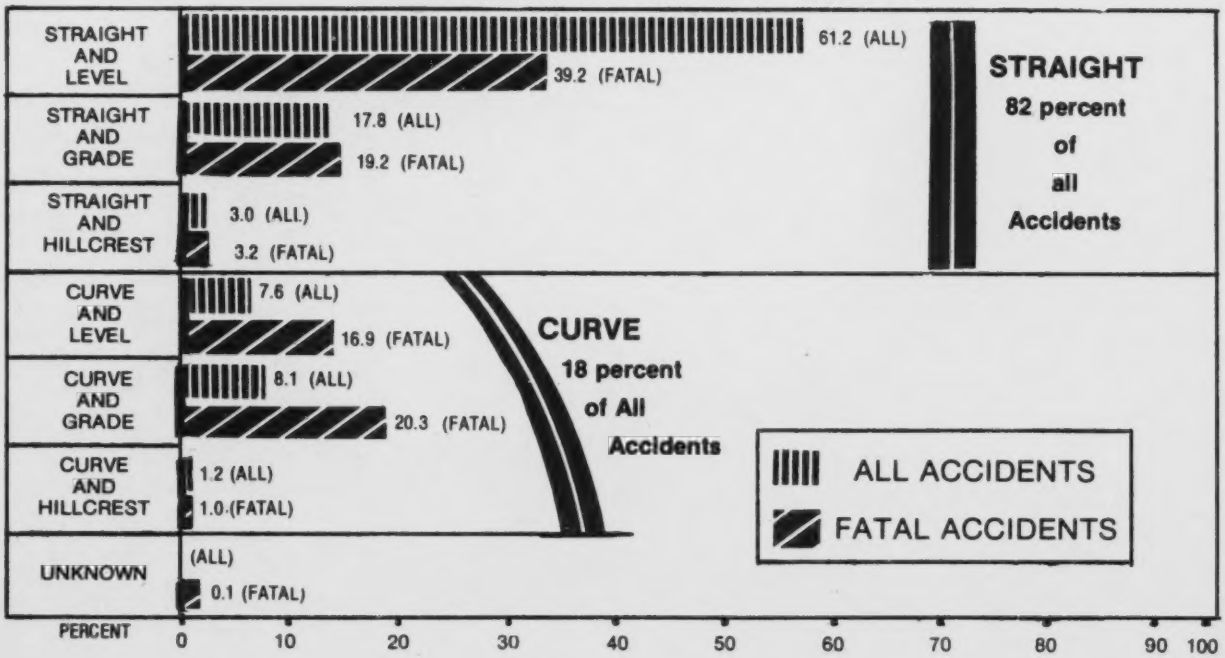
While more than ninety percent of all accidents occurred on asphalt surfaced roadways, it should be noted that ninety-six percent of Kentucky's high-volume-traffic roadways are asphalt surfaced roads.

As depicted in the bottom chart, eighty-two percent of all accidents occurred on straight roads and eighteen percent on curved roads. Slighty more than thirty-eight percent of the Fatal Accidents during 1984 occurred on curved roads.



Percentage does not equal 100 due to rounding

ACCIDENTS BY ROADWAY CHARACTER



ACCIDENTS BY COUNTY

		TOTAL		FATAL		NON-FATAL		PROP. DAMAGE		KILLED		INJURED	
CODE	COUNTY	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983
001	ADAIR	381	422	2	4	83	75	296	343	3	5	124	122
002	ALLEN	464	365	3	5	136	95	325	265	3	5	212	137
003	ANDERSON	419	382	1	3	128	100	290	279	1	3	208	154
004	BALLARD	209	212	2	3	80	86	127	123	2	5	117	115
005	BARREN	1292	1292	6	4	311	319	975	969	7	5	460	511
006	BATH	239	202	2	3	53	58	184	141	2	6	72	86
007	BELL	880	950	6	8	219	236	655	706	6	12	334	369
008	BOONE	2868	2560	11	14	621	602	2236	1944	12	18	933	911
009	BOURBON	774	735	11	4	179	179	584	552	13	4	260	243
010	BOYD	2220	2444	5	8	417	441	1798	1995	5	8	600	651
011	BOYLE	965	926	4	3	192	202	769	721	4	3	302	313
012	BRACKEN	139	138	2	3	29	33	108	102	3	3	47	49
013	BREATHITT	364	352	5	5	95	105	264	242	5	10	150	174
014	BRECKINRIDGE	349	359	1	5	105	110	243	244	1	5	156	182
015	BULLITT	1284	1015	8	10	327	266	949	739	10	11	484	410
016	BUTLER	310	281	4		77	62	229	219	4		117	95
017	CALDWELL	442	433	5	4	99	95	338	334	6	5	142	148
018	CALLOWAY	982	952	7	6	254	276	721	670	7	8	411	418
019	CAMPBELL	3484	3221	12	7	655	596	2817	2618	12	8	888	837
020	CARLISLE	66	74	2	2	24	27	40	45	3	3	32	54
021	CARROLL	470	444	4	2	101	93	365	349	4	3	155	176
022	CARTER	553	526	4	6	164	141	385	379	5	7	261	233
023	CASEY	110	157	6	2	39	55	65	100	6	2	78	85
024	CHRISTIAN	2139	2123	10	13	436	408	1693	1702	10	15	637	648
025	CLARK	1328	1236	9	3	312	275	1007	958	9	4	477	405
026	CLAY	549	456	5	9	128	134	416	313	5	9	205	221
027	CLINTON	248	222	3	3	59	42	186	177	3	4	99	76
028	CRITTENDEN	235	217	3	1	67	63	165	153	3	1	101	98
029	CUMBERLAND	119	106	3	2	18	16	98	88	4	2	38	38
030	DAVIESS	4212	4170	10	13	844	831	3358	3326	11	13	1236	1161
031	EDMONSON	227	197	4	7	79	74	144	116	4	10	131	110
032	ELLIOTT	36	79	2	3	18	33	16	43	2	3	33	50
033	ESTILL	324	325	3		63	76	258	249	6		101	130
034	FAYETTE	11622	10382	23	22	2263	1953	9336	8407	27	23	3239	2772
035	FLEMING	356	328	2	3	89	71	265	254	2	3	130	117
036	FLOYD	1288	1134	10	12	374	380	904	742	13	13	590	642

ACCIDENTS BY COUNTY (Contd.)

CODE	COUNTY	TOTAL		FATAL		NON-FATAL		PROP. DAMAGE		KILLED		INJURED	
		1984	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983
037	FRANKLIN	1829	1652	3	6	335	303	1491	1343	3	8	466	458
038	FULTON*	250	188		2	50	43	200	143		2	67	64
039	GALLATIN	181	143	3	3	62	50	116	90	4	3	91	77
040	GARRARD	257	317	3	3	62	95	192	219	3	3	98	157
041	GRANT	641	421	4	5	199	124	438	292	4	5	314	204
042	GRAVES	1094	980	9	10	266	235	819	735	9	12	379	354
043	GRAYSON	670	600	8	7	142	152	520	441	8	7	197	219
044	GREEN	232	249	1	2	68	55	163	192	1	2	108	76
045	GREENUP	926	882	4	4	206	213	716	665	4	6	321	317
046	HANCOCK	142	136	4	1	47	34	91	101	4	1	72	40
047	HARDIN	3138	2727	20	11	660	656	2458	2060	25	14	1017	1022
048	HARLAN	1124	995	9	8	300	286	815	701	10	8	474	438
049	HARRISON	508	502	4	1	120	98	384	403	4	1	197	151
050	HART	323	326	5	6	109	89	209	231	5	8	191	146
051	HENDERSON	2174	2001	7	6	482	427	1685	1568	8	6	737	618
052	HENRY	459	373	2	4	98	85	359	284	2	4	142	135
053	HICKMAN	127	117	1	1	36	38	90	78	1	1	47	56
054	HOPKINS	1951	1752	12	14	400	367	1539	1371	13	15	667	538
055	JACKSON	172	160	3	1	42	41	127	118	3	1	70	67
056	JEFFERSON	32204	29292	78	99	5897	5385	26229	23808	79	105	8249	7478
057	JESSAMINE	969	886	9	3	211	181	749	702	9	3	308	256
058	JOHNSON	694	621	4	2	184	151	506	468	4	2	282	246
059	KENTON	6676	6165	14	18	1368	1303	5294	4844	16	18	1939	1823
060	KNOTT	298	297	4	9	107	107	187	181	4	10	174	162
061	KNOX	704	656	10	9	172	176	522	471	12	9	296	308
062	LARUE	346	319	3	1	82	91	261	227	3	1	130	150
063	LAUREL	1403	1291	7	1	316	274	1080	1016	7	1	545	478
064	LAWRENCE	325	302	3	2	103	99	219	201	5	2	165	172
065	LEE	162	123	3	2	33	27	126	94	3	4	50	47
066	LESLIE	182	188	2	3	60	67	120	118	2	3	93	99
067	LETCHER	459	409	1	6	142	128	316	275	1	6	222	220
068	LEWIS	258	283	5	7	89	79	164	197	6	9	151	112
069	LINCOLN	410	395	3	5	110	99	297	291	4	5	176	150
070	LIVINGSTON	200	197	2	6	80	67	118	124	2	6	115	116
071	LOGAN	812	790	8	3	205	198	599	589	8	3	327	333
072	LYON	117	123	2	1	31	31	84	91	2	1	48	43

* *No Fatal Accidents reported during 1984.*

ACCIDENTS BY COUNTY (Contd.)

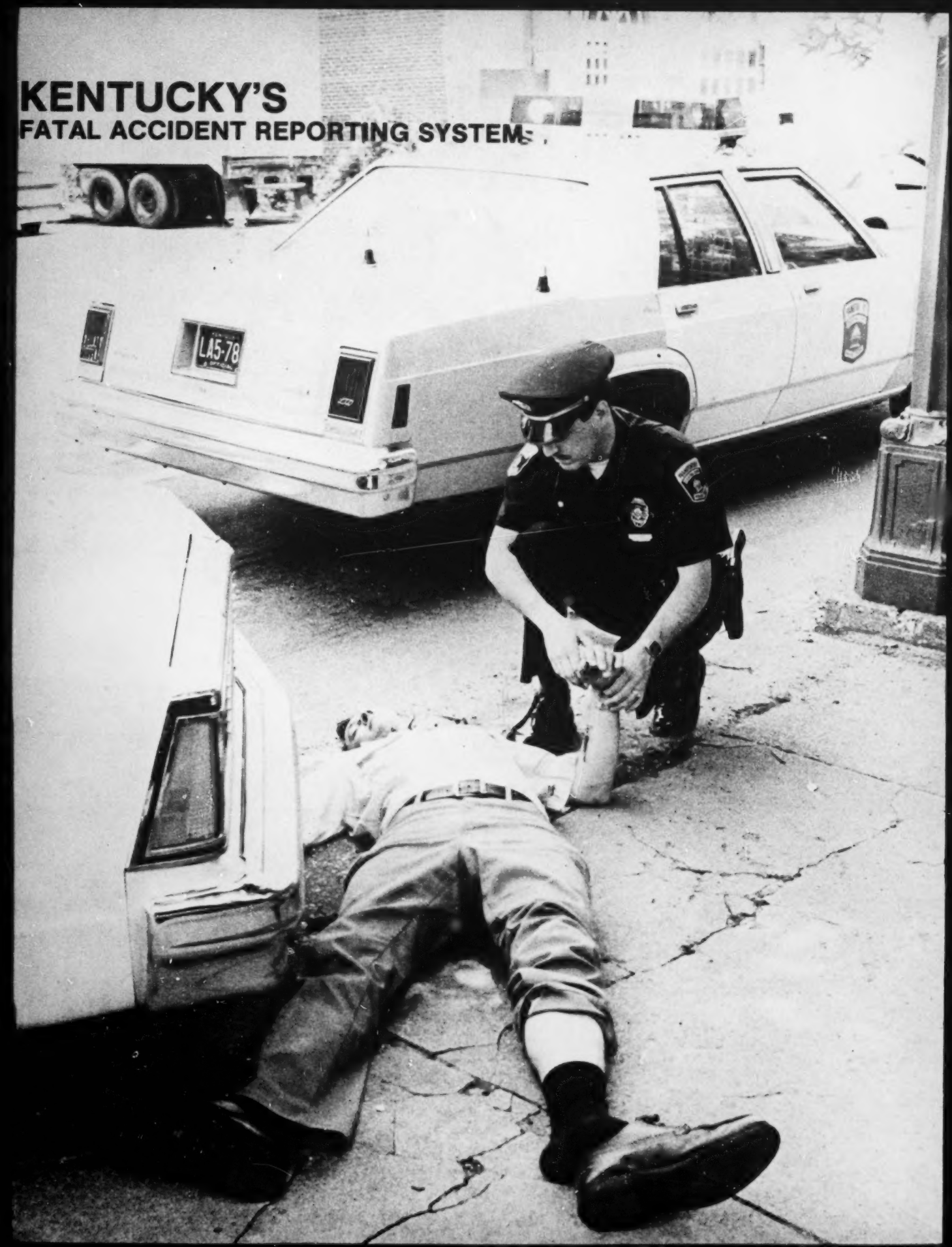
CODE	COUNTY	TOTAL		FATAL		NON-FATAL		PROP. DAMAGE		KILLED		INJURED	
		1984	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983
073	McCRACKEN	2868	2748	8	6	603	529	2257	2213	9	8	892	803
074	McCREARY	270	253	4	5	89	91	177	157	4	7	163	186
075	McLEAN	197	185	3	2	67	63	127	120	4	2	92	92
076	MADISON	2551	2447	15	14	446	444	2090	1989	21	14	683	671
077	MAGOFFIN	280	259	5	2	102	85	173	172	5	2	169	145
078	MARION	527	555	4	4	102	128	421	423	4	4	162	208
079	MARSHALL	742	670	12	7	215	196	515	467	14	7	326	302
080	MARTIN	210	155	2	4	53	46	155	105	2	4	62	71
081	MASON	863	807	7	3	156	160	700	644	8	3	244	250
082	MEADE	580	533	4	4	174	163	402	366	7	4	278	268
083	MENIFEE	70	76	3	2	27	20	40	54	3	3	70	35
084	MERCER	643	547	1	5	150	106	492	436	1	5	222	148
085	METCALFE	152	123	1	3	50	38	101	82	1	3	82	63
086	MONROE	143	155	3	4	34	33	106	118	3	5	64	55
087	MONTGOMERY	770	723	6	2	173	150	591	571	9	2	285	211
088	MORGAN	117	169	4	5	58	57	55	107	4	5	102	89
089	MUHLENBERG	1018	1010	8	9	239	278	771	723	9	10	372	432
090	NELSON	981	943	8	8	212	229	761	706	9	8	312	358
091	NICHOLAS	62	116	3	1	16	34	43	81	3	1	25	59
092	OHIO	563	517	7	5	169	150	387	362	8	6	289	227
093	OLDHAM	828	701	4	5	261	215	563	481	4	5	358	310
094	OWEN	204	203	2	2	55	46	147	155	2	2	85	68
095	OWSLEY	88	56	4		24	13	60	43	5		31	17
096	PENDLETON	304	249	1	4	63	52	240	193	1	4	95	79
097	PERRY	1062	864	7	6	250	213	805	645	9	6	401	325
098	PIKE	2183	1993	13	18	648	594	1522	1381	15	23	960	939
099	POWELL	176	259	3	6	49	65	124	188	5	6	75	112
100	PULASKI	1436	1403	9	15	309	302	1118	1086	9	16	474	441
101	ROBERTSON*	28	18			10	3	18	15			14	7
102	ROCKCASTLE	350	327	4	5	83	78	263	244	4	7	140	132
103	ROWAN	719	730		7	152	162	567	561		9	244	259
104	RUSSELL	254	236	2	3	46	66	206	167	3	3	66	111
105	SCOTT	955	849	6	3	214	169	735	677	8	3	339	261
106	SHELBY	921	892	7	5	192	220	722	667	7	7	287	324
107	SIMPSON	635	514	5	1	154	122	476	391	6	1	232	173
108	SPENCER	81	84	2	5	28	28	51	51	2	7	49	49

* *No Fatal Accidents reported during 1984 and also during 1983.*

ACCIDENTS BY COUNTY (Contd.)

CODE	COUNTY	TOTAL		FATAL		NON-FATAL		PROP. DAMAGE		KILLED		INJURED	
		1984	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984	1983
109	TAYLOR	749	691	2	6	124	127	623	558	2	6	193	200
110	TODD	202	188	1	3	58	46	143	139	4	3	92	73
111	TRIGG	351	299	5	2	84	79	262	218	7	2	116	138
112	TRIMBLE	128	132	1	1	40	45	87	86	2	1	55	67
113	UNION	499	521	4	7	114	156	381	358	4	9	167	234
114	WARREN	3989	3923	9	9	801	809	3179	3105	10	12	1188	1191
115	WASHINGTON	246	271	5	4	47	49	194	218	5	4	78	79
116	WAYNE	430	393	4	2	71	74	355	217	4	2	98	117
117	WEBSTER	424	361	5	2	107	91	312	268	5	2	151	137
118	WHITLEY	949	910	5	3	217	204	727	705	6	5	351	313
119	WOLFE	188	155	1	1	61	45	126	109	1	1	91	64
120	WOODFORD	833	790	7	6	191	197	635	587	8	7	268	328
	TOTALS (State)	137183	127278	686	700	29600	27732	106897	98848	767	790	44077	41492

KENTUCKY'S
FATAL ACCIDENT REPORTING SYSTEM



FATAL ACCIDENT REPORTING SYSTEM

The *Fatal Accident Reporting System (FARS)* is a computerized file containing data on all fatal accidents occurring each year in the fifty states, the District of Columbia, and Puerto Rico. The system is operated by the National Highway Traffic Safety Administration for the purpose of identifying safety problems, suggesting solutions, and helping to provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures.

FARS has a contract with a government agency in each state for the purpose of fatal accident data acquisition. In Kentucky, this contract is with the Kentucky State Police Records Section.

For reasons of timeliness in reporting and continuity among the states, FARS counts only those fatalities that occur within 30 days of the accident date. This differs from the Kentucky count in that accidents resulting in a death within 90 days are counted for the state. *FARS* also differs from Kentucky data in that it collects data not only from the accident reports submitted from across the state, but contacts many other sources to obtain additional data pertinent to the accident, vehicles, drivers, etc. Examples of additional sources contacted by *FARS* are vehicle registration files, Driver Licensing, Vital Statistics, EMS reports, labs, coroners, and medical examiners.

A 15 minute audio/slide presentation more fully explaining the Fatal Accident Reporting System is available by contacting the FARS Unit of the Kentucky State Police Records Section.

ALCOHOL INVOLVEMENT BY AGE FOR DRIVERS INVOLVED IN 1984 FATAL ACCIDENTS

During 1984, three hundred fifteen persons were killed in Fatal Accidents involving a "drinking driver." This represents forty-one percent of all persons killed in traffic accidents in Kentucky during 1984.

The chart below depicts the ages of alcohol involved drivers in Fatal Accidents and the percentages of involvement for various ages and age-groups. The alcohol involved teenage driver (ages sixteen through nineteen) represents more than sixteen percent of the total number of alcohol involved drivers and more than thirty-seven percent of all teenage drivers in fatal accidents.

NOTE: Data is derived from the Fatal Accident Reporting System (FARS). The total number of drivers differs from those reported through the Kentucky Accident Reporting System because FARS follows up on alcohol test results. Seventy-three more alcohol involved drivers were reported through FARS than through the Kentucky Accident Reporting System for 1984.

AGE	Number of Drivers	Alcohol Involved	% of Alcohol Involved
Under 16	13	1	7.7
16	19	4	21.0
17	37	14	37.8
18	31	10	32.2
19	33	17	51.5
20	41	15	36.6
21	45	21	46.7
22-24	108	49	45.4
25-34	262	82	31.3
35-44	151	33	21.8
45-54	112	22	19.6
55-64	63	7	11.1
65-74	45	5	11.1
Over 74	42	2	4.8
TOTALS	**1002**	**282**	**28.1**

TEST RESULTS OF ALCOHOL INVOLVED DRIVERS IN FATAL ACCIDENTS

Test results of alcohol involved drivers in fatal accidents are shown in the right-hand chart. Percentages are based on the total number of drivers found to have been driving under the influence (280 drivers). The chart does not include two drivers who were observed to have been drinking, but tested negative.

Seventy-one percent of the drivers were found to have been legally drunk (0.10 or above).

TEST RESULTS	Number of Drivers	% of Total
0.01 to 0.05	28	10%
0.06 to 0.09	28	10%
0.10 to 0.19	118	42%
0.20 or above	81	29%
Test Refused	2	.6%
Not Tested	17	6%
Tested, Results Unknown	6	2%
TOTAL	**280**	

Percentages do not equal 100% due to rounding.

ACTIVE RESTRAINTS AND EJECTION IN FATAL ACCIDENTS

The chart below plots overall results in Fatal Accidents when active restraints (seat belts, harnesses, etc.) are used. A comparison of "used" versus "not used" for 1984 Fatal Accident Data strongly confirms both the life-saving advantage as well as the reduction of serious injury when restraints are in place. **NINETY—SEVEN PERCENT OF THE OCCUPANTS* KILLED DURING 1984 WERE NOT WEARING SEAT BELTS. NINETY-SIX PERCENT OF THE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT WEARING SEAT BELTS. NINETY—TWO PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATION INJURY WERE NOT USING ACTIVE RESTRAINTS.**

Result	Restraint Used	None Used	Unknown
Fatal Injury	15	536	13
Incapacitating Injury	16	305	33
Non-Incapacitating Injury	15	172	1

** Occupants of passenger cars and light trucks only.*

The chart below shows overall results in Fatal Accidents according to whether the occupant was ejected from the vehicle, partially ejected, or not ejected. Approximately one-third of the persons (occupants of cars and light trucks) killed were ejected. **SEVENTY-THREE PERCENT OF THOSE OCCUPANTS KILLED IN FATAL ACCIDENTS WERE EJECTED FROM THE VEHICLE** (total or partial).

This data also reaffirms the **life-safety advantage of using an active restraint,** since the possibility of being ejected from the vehicle upon impact is significantly reduced.

Result	Total Ejection	Partial Ejection	No Ejection	Unknown
Fatal Injury	133	62	369	0
Incapacitating Injury	39	5	279	1
Non-Incapacitating Injury	19	1	167	1
Possible Injury	5	1	53	0
Non-Injury	2	0	304	0
Unknown	0	0	1	0

CHILD RESTRAINTS

Kentucky's "child restraint law" (KRS 189.125) became effective July 15, 1982, and requires that any parent or legal guardian of a child "forty inches in height or less, when transporting the child in a motor vehicle owned by that parent or guardian operated on the roadways, streets and highways of this state, shall have such child properly secured in a child restraint system of a type meeting federal motor vehicle safety standards."

In order to qualify, the child restraint system must be certified as having been federally approved. *(Federal approval of a child restraint system is based on its having withstood dynamic crash tests - 30 mph crash into a fixed barrier.)*

Kentucky's "child restraint statute," unlike statutes passed by most other states, attaches no penalty for non-compliance.

The data on child restraint depicted in the chart below reflects "age" (four years and under) rather than the height of the child. Other states with child restraint laws have adopted the "four years and under" standard in their statutes.

Result	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown
Killed	0	1	6	1
Injured (incapacitating)	1	1	15	0
Injured (non-incapacitating)	1	1	7	
Injured (possible)	1	0	2	0
Not Injured	2	1	11	0
TOTAL	**5**	**4**	**41**	**1**

Of the fifty-one child occupants (4 & under) in 1984 Fatal Accidents only five children were secured in a child restraint. None of these children were killed. Of the eight children killed, six had no restraint, one child was in a lap belt, and one was unknown. This information confirms what other studies have suggested regarding the effectiveness of child restraints. Without a child restraint, an infant or small child's survival can depend on whether the child was properly secured; less than ten percent of the children (4 and under) were secured in a child restraint when the fatal accident occurred.

LICENSE STATUS OF DRIVERS INVOLVED IN FATAL ACCIDENTS

Eighty-five percent of the drivers involved in fatal accidents during 1984 had valid driver licenses at the time of the accident; eleven percent had invalid driver licenses.

LICENSE STATUS	NUMBER	%
Invalid License	108	11
Valid License	832	85
Unknown	28	3
No License Req.	12	1
TOTAL	**980**	**100**

NOTES

NOTES

THE COST OF MOTOR VEHICLE ACCIDENTS IN KENTUCKY
1984

ESTIMATED COST:	**$622 million to $632 million**

The calculable costs of motor vehicle accidents include wage loss, medical expense, and property damage.

Two formulas provided by the National Safety Council were used to arrive at a cost range for Kentucky.

The low range ($622 million) was derived from the following formula:

Cost per Accident	X	*Number Reported*	=	*Estimated Cost*
Fatalities @ $200,000		*767*		*$153,400,000*
Non Fatal Injuries @ $8,000		*44,077*		*$352,616,000*
Property Damage @ $1,090		*106,897*		*$116,517,730*
TOTAL:				*$622,533,730*

The high range ($632 million) was derived from the following formula (which differentiates between urban and rural incidences):

Urban Deaths	X	*$1,500,000*	=	*Estimated Cost*
(164 X $1,500,00 = $246,000,000)				
Rural Deaths	X	*$640,000*	=	*Estimated Cost*
(603 X $640,000 = $385, 920,000)				
TOTAL				*$631,920,000*

For Additional Copies or Further Information:

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RECORDS SECTION
1250 Louisville Road
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